

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SUBJECT	Airfield and Industrial Installations	DATE DISTR.	21 October 1955	25X1
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[]	This is UNEVALUATED Information	25X1
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1. Dresden-Klotzsche airfield runway approaches and taxi track:
 - a. It is planned to build concrete loops at each end of the runway which will give an additional 150 meters turning space. In addition, the grass for 400 meters at each end of the runway and for 200 - 250 m. at each side of it will be specially rolled and hardened to allow for errors or mishaps.
 - b. It is confirmed that the taxi track is 50 meters wide except that, at certain points, a considerably wider area is to be paved with concrete. For example, the whole of the area between the taxi track, the new hangar (Object 12), the already existing Object 2, the new laboratory (Object 18), the new store (Object 23), and the new workshop (Object 19) is to be concrete. This will also be true of an area between the southeasterly end of the taxi track and the buildings to the southeast of it, which are still occupied by the Soviet Air Force. (see Appendix for list of Object numbers.)

2. Dresden-Klotzsche

- a. Airframe construction is scheduled to begin at Dresden-Klotzsche at the end of February or the beginning of March 1956. The type to be constructed is a jet-engine transport aircraft designed by a team headed by Professor Brunolf Wilhelm Baade.
- b. Plans have been finally approved and preparatory work is well under way for the new hangar (Object No. 12) northeast of the playing field and with direct access to the taxi track. The entire area between Object No. 12, Object No. 2 (and old building) and Object Nos. 18, 23 (the new store to be behind Object No. 19) and Object No. 19 is to be paved with concrete to allow easier access to the taxi track.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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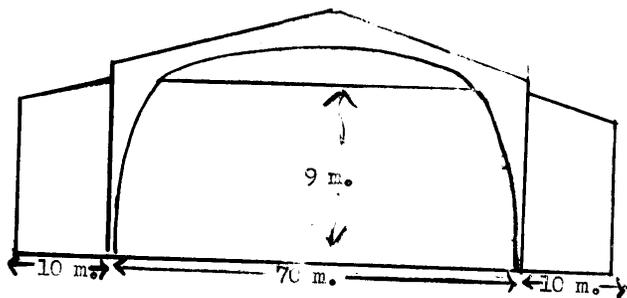
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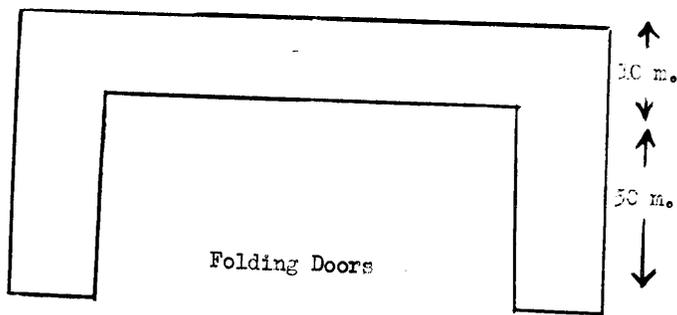
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The new hangar (Object No. 12) is to be partly constructed from steel girders salvaged from an old hangar dismantled on the northerly side of the airfield. It is to be 70 meters wide by 60 meters long with side annexes housing workshops and offices; to cost 930,000 DME; to be completed by February 1956.

View in Elevation of the Proposed Hangar (Object 12) at Dresden-Klotzsche:



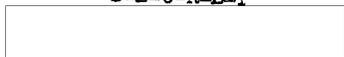
Plan View of the Proposed Hangar:



c. Modifications have been approved for the new workshop, Object No. 20. These will have the effect of gaining more internal space by the building along the entire length of both side annexes. Thus the new ground will be as follows:

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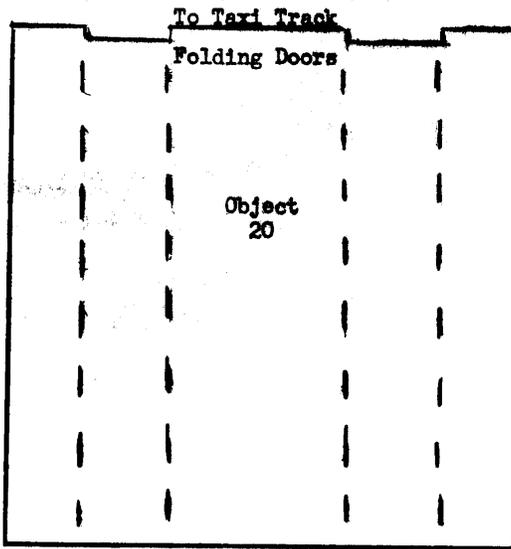


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3. Karl-Marx-Stadt

It is planned to build engines for the new transport at the former Wanderer-Werke A. G. Details of the engines are not known, but they are to be jet engines. To further this program, new workshops are to be built as well as an engine test bench. This work is in the hands of the Bau-Union Karl-Marx-Stadt.

4. Lommatzsch

Mock-ups of airframes for the new transport have either already been built or are under construction at VEB Industrierwerk Lommatzsch. Freight gliders are also to be built here.

5. Schkeuditz

It is planned to construct armatures at Schkeuditz. According to gossip [redacted] engines will also be built.

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6. Pirna

The light metal industry lacking at present in East Germany is to be developed at Pirna.

7. Freiberg, Saxony

There are rumors [redacted] that radar equipment for the new industry will be made at Freiberg.

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8. Shortages

The main shortage is in personnel able to develop and manufacture radar and navigation equipment.

9. Dresden Technische Hochschule

A section called the Engineer School for Light Construction (Ingenieur-Schule fuer Leichtbau) is being formed at the Dresden Technische Hochschule with the sole aim of training skilled personnel for the East German aircraft industry.

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Official Object numbers, cost, function, and scheduled dates of completion of installations for the East German aircraft industry at Dresden-Klotzsche

Object No.	Function	Old or New	Cost	Scheduled date of completion.
1 x	Hansa House	x Old		
2 x	Hangar (former Hansa hangar)	x Old	x Not known	x to be rehabilitated by Feb. 1956
3 x	Garages		x Not known	
4 x	Fire station			
5	Garage (in area still under SMF occupation)	Old		
6	Clothing warehouse " " " "	Old		
7	Workshop for production of unspecified small parts.	New	Not known	Feb. 1956
8	Hangar)	Old)	To be rehabilitated at a cost of 850,000 DEM	April 1956
) In area to southeast still under SMF control)		
9	Flying Control) SMF))		
10/11	Not known			
12	Hangar	New	930,000 DEM	Feb. 1956
13	Wood storage	New	-	Work to begin Jan. 1956
14	Fuel installation. Location and size not yet decided.	New	250,000 DEM	May 1956

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<u>Object No.</u>	<u>Function</u>	<u>Old or New</u>	<u>Cost</u>	<u>Scheduled date of completion.</u>
15/17	Not known			
18	Testing laboratory	New	5,075,000 DME	May 1956 work to begin 1 Nov. 1955
19/21	Workshops	New		
22	Workshop	New	4,950,000 DME	April or May 1956.
23	Storage (Behind No. 19)	New	3,500,000 DME	Sept. 1956
24	" (Behind No. 20)	New	3,500,000 DME	Sept. 1956
25	" (Behind No. 21)	New	3,500,000 DME	Sept. 1956
26	" (Behind No. 22)	New	3,500,000 DME	Sept. 1956
<u>NB.</u> Work on Nos. 23/24 to begin Nov. 1955.				
27/31	Not known			
32	Runway and taxi track	New	16,000,000 DME	(a) 1,000 m. in 1955 (b) Remainder in Sept. 1956
33/43	Not known			
44	Acetylene store	New	80,000 DME	May 1956
45/47	Not known			
48	Drainage	New	2,000,000 DME	Dec. 1956
49	Transformer & electrical installation	Partly New	600,000 DME	Dec. 1956

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